



PRESS RELEASE

Joint Logistics Over The Shore 2005

Joint Information Bureau

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FOR IMMEDIATE RELEASE

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Exercise to demonstrate joint humanitarian relief capabilities

PORT HADLOCK, Wash. – About 1,000 active and reserve military personnel from multiple services and agencies will participate in the upcoming exercise Joint Logistics Over the Shore 2005 at Naval Magazine Indian Island, Port Hadlock, Wash.

The exercise combines three events: JLOTS 2005, a multi-service cargo distribution exercise, Seahawk 2005, a security training event, and the 2005 Turbo Containerized Ammunition Distribution System movement.

The main exercise activity will take place Aug. 5-20.

The events are designed to improve military readiness, increase interoperability among participating agencies, and test new concepts.

“Combining JLOTS, Seahawk and Turbo CADS means gaining efficiencies and synergies while minimizing the environmental and operational impact on Naval Magazine Indian Island,” said Army Col. Edward Casazza, a brigade commander of the Military Surface Deployment and Distribution Command, Alexandria, Va., and Joint Task Force commander for the exercise.

Joint Logistics Over The Shore is a critical capability that allows the military to move forces and supplies without the benefit of a port. Cargo is discharged from ships anchored in the harbor onto smaller vessels or barges for movement to shore.

About 800 containers will be moved ashore as part of the exercise. Most recently, the U.S. military conducted similar operations to increase discharge capability in support of Operation Iraqi Freedom and to deliver humanitarian supplies following the December tsunami in Indonesia.

Planning a JLOTS operation is like solving an engineering problem, according to Navy Capt. James Bird, commander of Naval Beach Group 1 and the JLOTS commander.

“There are many ways to discharge cargo in stream and move it ashore without berthing the ship at a pier,” Bird said. “The idea is to look at the location, the environmental factors, the cargo, and the available capabilities – from ships to materiel handling equipment to lighterage – and devise the safest and most efficient way to do the mission.”

In this case, containers from the SS Cape Flattery will be discharged onto Navy barges using ship-based cranes on the Cape Flattery and the SS Keystone State. Navy tugs will push the barges to shore where the containers will be lifted by crane onto trucks for onward movement.

The exercise will begin July 28 with construction of a base camp at Crane Point on the western shore of Indian Island where more than 100 tents will be erected by the “Seabees” of the Amphibious Construction Battalion 1 of Coronado, Calif.

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The camp will boast power and running water and include a dining facility, "office" space, as well as sleeping, laundry, shower and latrine facilities to support 1,000 personnel.

A humanitarian-relief scenario serves as the framework for the three training events: U.S. forces arrive to deliver critical supplies to a tsunami-ravaged population. However, as containers of supplies begin moving, the benign environment will become increasingly hostile as "terrorists" begin trying to disrupt operations.

Reacting to the scenario will be essential training for the 600 expeditionary logistics personnel of Naval Beach Group 1. The focus of the training is not on the individual carrying the rifle or moving the cargo, but on leaders at all levels.

"Our roles and the threats have changed so much and so fast over the past few years," said Navy Master Chief Valencia Moon, training coordinator for the exercise. "Personnel will have maximum opportunity to interact, to be decision makers, and to report up and down the chain of command and across agencies. Exercise evaluators will be very busy documenting the training and capturing 'lessons learned' to update unit standard operating procedures."

The Naval Coastal Warfare Squadron 30 of Imperial Beach, Calif., will provide landward and seaward security for the exercise. Concurrently, the unit will focus on land-based security training for this event.

"Although we are trained to perform security missions on land, the training for the Naval Coastal Warfare community traditionally has emphasized seaward force protection," said Navy Lt. Cmdr. Brad Story, the squadron's N-7 training officer. "For this exercise, we will work with the Seabees to conduct a land- and sea-based security mission while training within the scenario against landward and seaward opposing forces."

No live ammunition will be used for training. To limit the amount of blank ammunition used in the training, many participants will don "laser tag" gear called Multiple Integrated Laser Engagement System. The MILES equipment is used extensively throughout the armed forces to simulate the use of actual armament and ammunition.

In Port Townsend Bay, the community will see several ships and smaller security watercraft and lighterage during the exercise.

The SS Cape Mohican will be used to move base camp construction materials and equipment. In addition, the container ship Cape Flattery and the crane ship Keystone State will be moored off Indian Island as containers move from the ship to shore during the TurboCADS portion of the JLOTS. Once the containers reach the shore, Naval Magazine personnel will accept delivery and prepare them for onward movement.

"We appreciate the understanding and support of our local community during this important training exercise," said Navy Capt. Jonathan Kurtz, the Naval Magazine's commander. "The joint training value that Indian Island brings to the table in this exercise prepares our uniformed men and women for more complicated real-world sea-to-shore logistics missions under less than friendly conditions."

Community members can expect increased road traffic early in the exercise as personnel arrive and late in the exercise as they depart. In addition, they will notice an increase in maritime activity in the vicinity of Indian Island.

The exercise has undergone a rigorous environmental review and was approved by the National Marine Fisheries Service, U.S. Fish & Wildlife Service, Army Corps of Engineers, and Washington Department of Ecology in accordance with the Endangered Species Act, Coastal Zone Management Act and Clean Water Act.

Additionally, an environmental assessment was prepared to address the mitigation measures that will be used to minimize impacts to the upland and marine environment in the vicinity of Indian

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Island and Port Townsend Bay. The assessment received a Finding of No Significant Impact from Commander Pacific Fleet, which is available for public review upon request.

"We have taken great care in guaranteeing safe and environmentally responsible operations," Kurtz said. "I also want the community to know that we in the military and on this base strive to be good stewards of the environment. We take seriously our moral obligation and responsibility to minimize impact to the environment and the local community."

Planning and executing the exercise involves tremendous teamwork among a myriad of agencies. Among them:

- o About 100 active, reserve and civilian personnel from the **Military Surface Deployment and Distribution Command** will provide overall command and control for the exercise as the Joint Task Force commander.

Headquartered in Alexandria and Fort Eustis, Va., SDDC is an Army major command and the surface component of United States Transportation Command. With units stationed worldwide, the command manages the global surface movement of equipment and supplies for the Department of Defense.

The SDDC will be looking for lessons learned as it exercises its first-ever role as a JLOTS joint task force commander. The command also will be documenting cargo and testing new ways to employ Radio Frequency Identification, the primary method used by the Department of Defense to track cargo. In addition, the command is looking for implications as it develops a rapid-deployment surface distribution force in coordination with TRANSCOM.

The command's participating active and reserve units include the Seattle-based **833rd Transportation Terminal Battalion**.

Other participants are from the **597th Transportation Group**, Sunny Point, N.C., the **834th Transportation Battalion**, Concord, Calif.; and transportation brigades based in New Orleans (**1192nd**), Fort Lawton, Texas (**1395th**) and Vallejo, Calif. (**1397th**).

- o **Naval Beach Group 1**, an active-duty unit from Coronado, Calif., will command the JLOTS and Seahawk events. Its 600 participants include three subordinate units: **Amphibious Construction Battalion 1**, **Assault Craft Unit 1**, and **Beachmaster Unit 1**.

With its tugs and barge ferries, the Group brings a robust organic capability to support JLOTS operations. Besides watercraft and expertise, the unit will provide command and control, build and maintain a 1,000-person camp, exercise base-camp defense and provide combat support services such as field medical, laundry and messing.

- o **The Naval Coastal Warfare Squadron 30** is almost entirely a reserve component unit. Its 200 participants will conduct basic and advanced force protection and employ security assets such as boat units and land and sea-based sensor platforms.

The unit will conduct "real-world" security operations and train by responding to notional landward and seaward threats by opposing forces.

The squadron's units include **Mobile Inshore Undersea Warfare Units 103, 106, 109 and 112**, and **Inshore Boat Units 11, 13, 15 and 17**.

- o Sixty members of **Navy Cargo Handling Battalions 1 and 11** will use materiel-handling equipment to move containers during JLOTS discharge operations. They will also be working closely with Military Surface Deployment and Distribution Command to study how Radio Frequency Identification can help them track the progress of their offloads.

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- o The Navy's **Military Sealift Command** will have operational control of three Ready Reserve Force ships, which are crewed by private ship operating companies under contract to the **U.S. Maritime Administration**. The ships, ordinarily kept pier side in reduced operating status and maintained by the Maritime Administration, have been activated to participate in the exercise. Ships include the 669-foot auxiliary crane ship SS Keystone State, the 893-foot lighter aboard ship SS Cape Flattery and the 873-foot sea barge heavy lift ship SS Cape Mohican.

- o **Naval Magazine Indian Island** will oversee Turbo CADS 2005. As containers reach the shore, they will provide staging and onward movement of the cargo to its final destination.

The Naval Magazine provides operational ordnance logistics in support of Navy, joint and allied forces emphasizing safety, accuracy and efficiency.

The magazine is ideally suited for these types of exercises because of its remote location and proximity to inland seaways, airports, highways, rail and other urban services. These features enable economical support of large numbers of personnel for short periods of time.

Note to correspondents: Media are invited to see the Joint Logistics Over The Shore exercise on Aug. 10. Reporters must meet at the Naval Magazine Indian Island gate no later than 7:45 a.m. for badging and escort. Escort will leave promptly at 8 a.m. and return at approximately 1 p.m. Event is outside and will require walking on unpaved surfaces so reporters should dress accordingly.

Interested media must RSVP no later than 10 a.m. Aug. 9 by calling Patti Bielling, JLOTS Joint Information Bureau director. Before Aug. 5, please call office phone (757) 878-8758. After Aug. 5, please call cell phone, (757) 810-1675.